

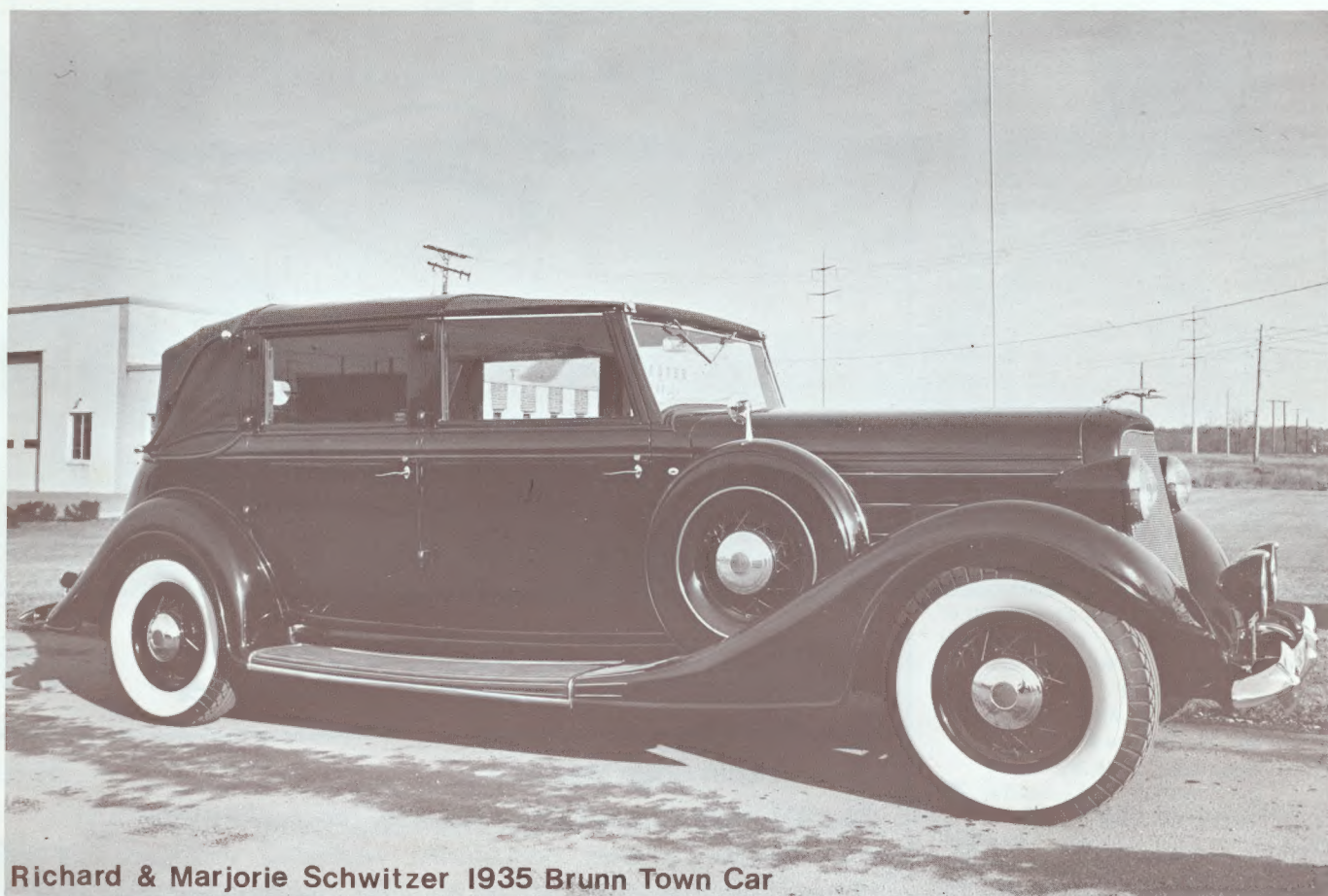
The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.

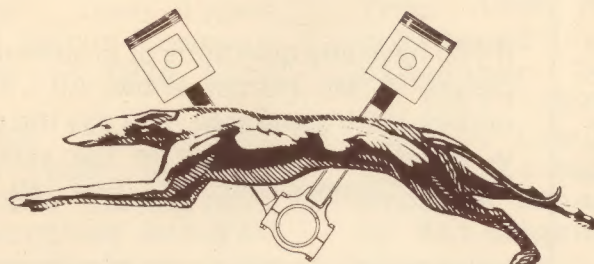


VOLUME 22 NO. 1

JANUARY-FEBRUARY 1983



Richard & Marjorie Schwitzer 1935 Brunn Town Car



The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

821 W. Chicago St.
Algonquin, Il. 60102

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Ken Pearson

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THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

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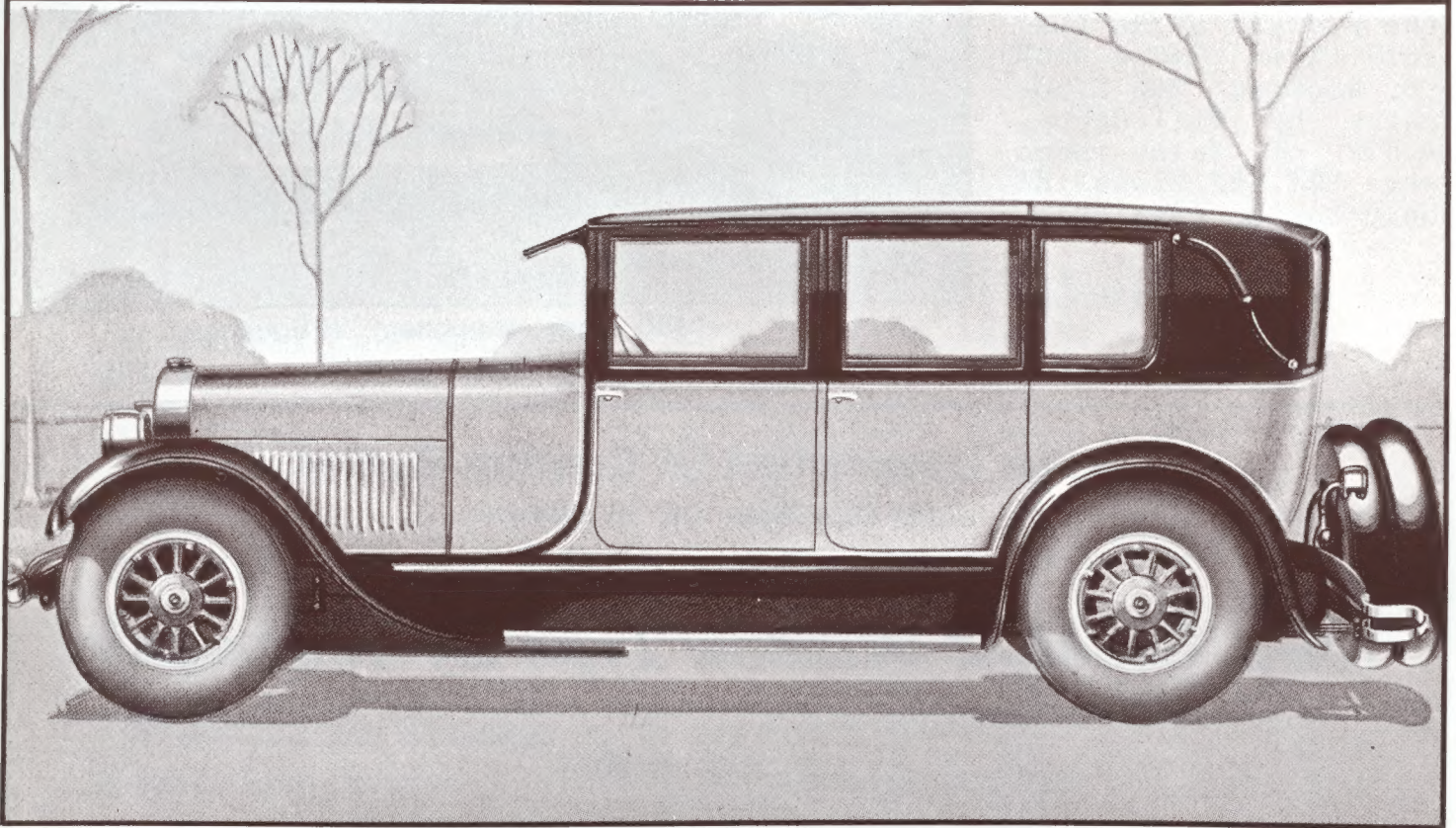
Special Projects

| | |
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| 1. 1924-1930 Lincoln Service Bulletins | \$ 30.00 |
| 2. 1931-1935 Lincoln Service Bulletins | 25.00 |
| 3. Index for 1924-1935 Service Bulletin | 2.00 |
| 4. Authentic Covers for 1924-1935 Lincoln Service Bulletins | 5.00 |
| 5. L Lincoln Shop Manual | 20.00 |
| 6. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards) | 5.00 |
| 7. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards) | 5.00 |

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Il. 60102.

The Willoughby Story

By James Miles O'Brien



Part III Factory Production

The two previous articles on the Willoughby Company outlined the origin, development and termination of its existence. This is the third article in the series outlining the production figures and body types produced for the Ford Motor Company encompassing the years of 1926 thru 1938.

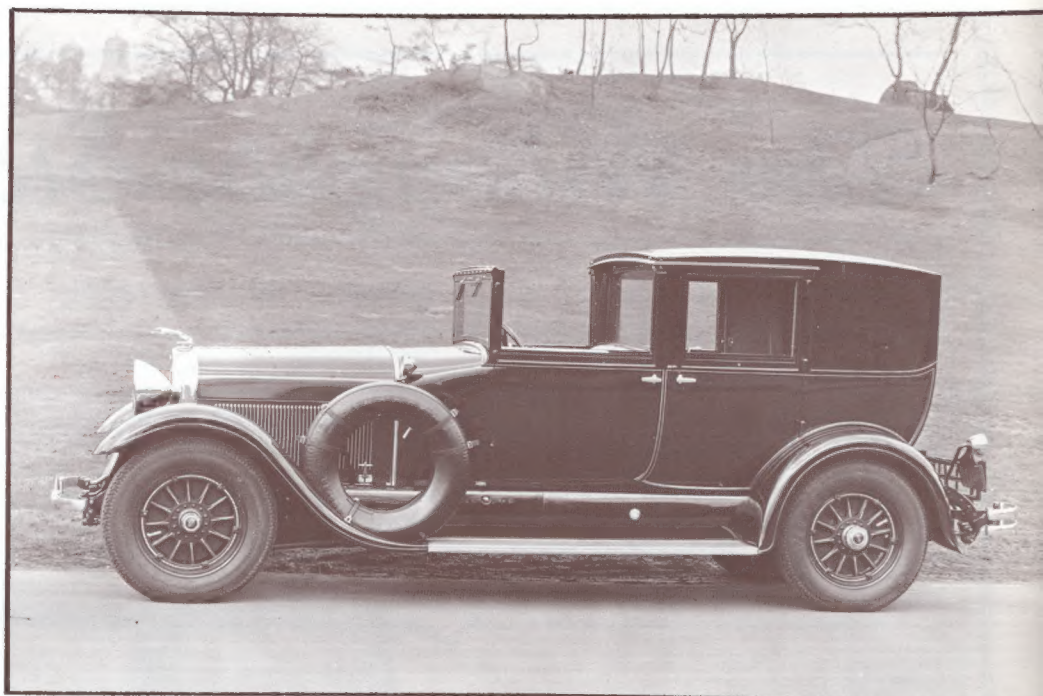
In December 1926 the first Willoughby entry on the Lincoln marque was the Berline Landaulet. This type#157 was described according to notices sent to dealers in August of 1926 as having:

"...wood wheels; smoking set and vanity case; concealed telephone... list price \$6,500.00"

Thirty three of this type were built from 1926 thru 1929 and then discontinued. The Willoughby seven passenger Limousine was introduced in 1927, 1928, and 1929. The Willoughby Limousine was listed as the only Willoughby body in 1929. However, A Lincoln Town Sedan was built by Willoughby for the 1929 Salon showing but only the Lincoln Town Sedan designed by Willoughby and

similar, was available for purchase. There was only the one car built by Willoughby and no duplicate was available after its sale. No picture was distributed of this car. It was recommended that the dealers use the picture of the Lincoln Town Sedan #169 for showing. The Limousine by Willoughby, # 472 of which there were 228 built, was the only design available.

continued



1930 Panel Brougham Willoughby

Design Description Of Custom Bodies

From Ford Motor Co. To Dealers

November 1928

Town Sedan 2-Window Type By Willoughby

LIST PRICE COMPLETE CAR \$5,440.00
FOB DETROIT

| | |
|------------------------------|--------------------------------------|
| Upper and lower body panels | -- Ditzler's Misty Gray |
| Window reveals and mouldings | -- Ditzler's Reseda Green |
| Striping | -- Cream Color deep |
| Upholstery | -- Wiese 2660 Bedford Cord on seats, |
| Balance of interior | seat backs and arm rests |
| Wiese 2760 | |
| Fenders and chassis | -- Ditzler's Reseda Green |
| Equipment includes | -- Ditzler's Reseda Green |
| Five wire wheels painted | |
| Five tires, spare mounted | |
| in rear | |

The Town Sedan is designed as the smart "owner driven" closed car. The conservative simplicity of body lines gives the requisite touch of elegance which truly reflects Lincoln fineness. The seating arrangement is easily compact. Upholstery is plainpanel style with Yale locks are located in the back of the front seat. Vanity cases are conveniently located just above the rear seat arm rests and are attached with dove tail fittings.

Design Description Of Custom Bodies

From Ford Motor Co. To Dealers

November 1928

Limousine By Willoughby

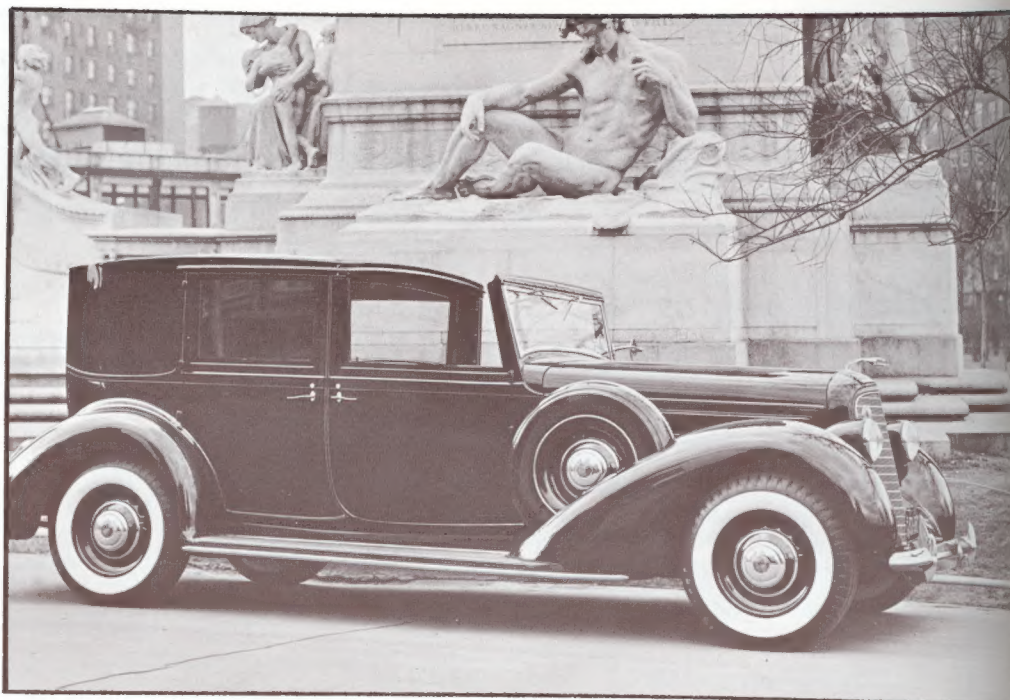
LIST PRICE COMPLETE CAR \$6,865.00
FOB DETROIT

| | |
|---|--|
| Upper and lower body panels | -- DuPont's Arcadian Gray |
| Center belt panel moulding, which extends length of hood | -- DuPont's Bon Soir |
| Window reveals | -- Ditzler's Deauville Sand |
| Striping | -- Silver |
| Leather on upper rear quarter panel and roof to match Dupont's Bon Soir. | |
| Upholstery | -- Wiese 955 Broadcloth Front compartment upholstered in black leather |
| Fenders and chassis | -- DuPont's Bon Soir |
| Equipment includes: | |
| Six wire wheels painted | -- DuPont's Bon Soir |
| Six tires | |
| Two tire covers to match leather on rear quarters | |
| Fender wells | |
| Trunk rack in rear | |
| Special Lap robe | |

The Custom Designer has achieved in this car a combination of luxury and custom built exclusiveness. French roll moulding treatment extends entire length of body and tapers narrowly, extending across cowl and hood. Windshield is integral with visor. The interior is surprisingly room and the dimensions compare favorably with our present type #160 Willoughby Limousine. After the five Salon cars are sold, prospects for this car should be sold the standard Willoughby Limousine.

Introduced in 1930 was one of the most spectacular designs ever to grace the Lincoln chassis, namely the Panel Brougham. This body type was continued through the K series. The 1936 and 1937 Panel Brougham bodies remained one of the industries most beautifully designed automobiles. The long wheel base and hood of the K Chassis exemplified the beauty of this design. In 1935 there was an addition to the Willoughby line, the Sport Sedan, of which there were 5 built, #311.

continued



1936 Panel Brougham Willoughby

Design Description Of Custom Bodies

From Ford Motor Co. To Dealers

November 1928

Willoughby Panel Broughen

LIST PRICE COMPLETE CAR \$7,275.00
FOB FACTORY

Entire car in black with silver stripe

Upholstery

-- Wiese Doeskin #2265

Front Compartment

-- Black leather

Artillery wheels, 6 tires, fender wells, trunk rack in rear and special Lap Robe

This is Willoughby's conception of an American interpretation of the French paneled Town Car. The square narrow body has been retained. The back panels are blind, true to form, an essential for the formal Town Car of tomorrow. The windshield is set in a one piece chromium plated frame - a characteristic of Willoughby design and a feature that eliminates windshield noises when driving. The front compartment, when the canopy is in place and the windows raised, makes an all-weather compartment for the driver. The rear compartment is finished in a special modernistic design done in silver and gunmetal gray needlework panels which appear below the garnished moulding on the doors and on front division panels. A modernistic watch and hand mirror are also furnished. The rear seat accommodates two passengers with unusual comfort. Theater seats accommodating two additional passengers face toward the rear seat.

The years 1936 and 1937 were the high water mark of the Willoughby contribution to the Lincoln. Five body styles were produced during these years; the Limousine, the Brougham, the Seven-passenger Touring, the Sport Sedan and the Coupe. 1937 listed a Willoughby coupe on a shortened K chassis of a 136 inch wheel base. Four other bodies were carried on the longer wheel base of the K series, mainly the Limousine and the Sport Sedan, Panel Brougham and the Touring. 1938 listed a Willoughby Coupe on the shortened K chassis of a 136 inch wheel base and two other bodies were carried on the longer wheel base of the K series, the Limousine and the Sport Sedan.

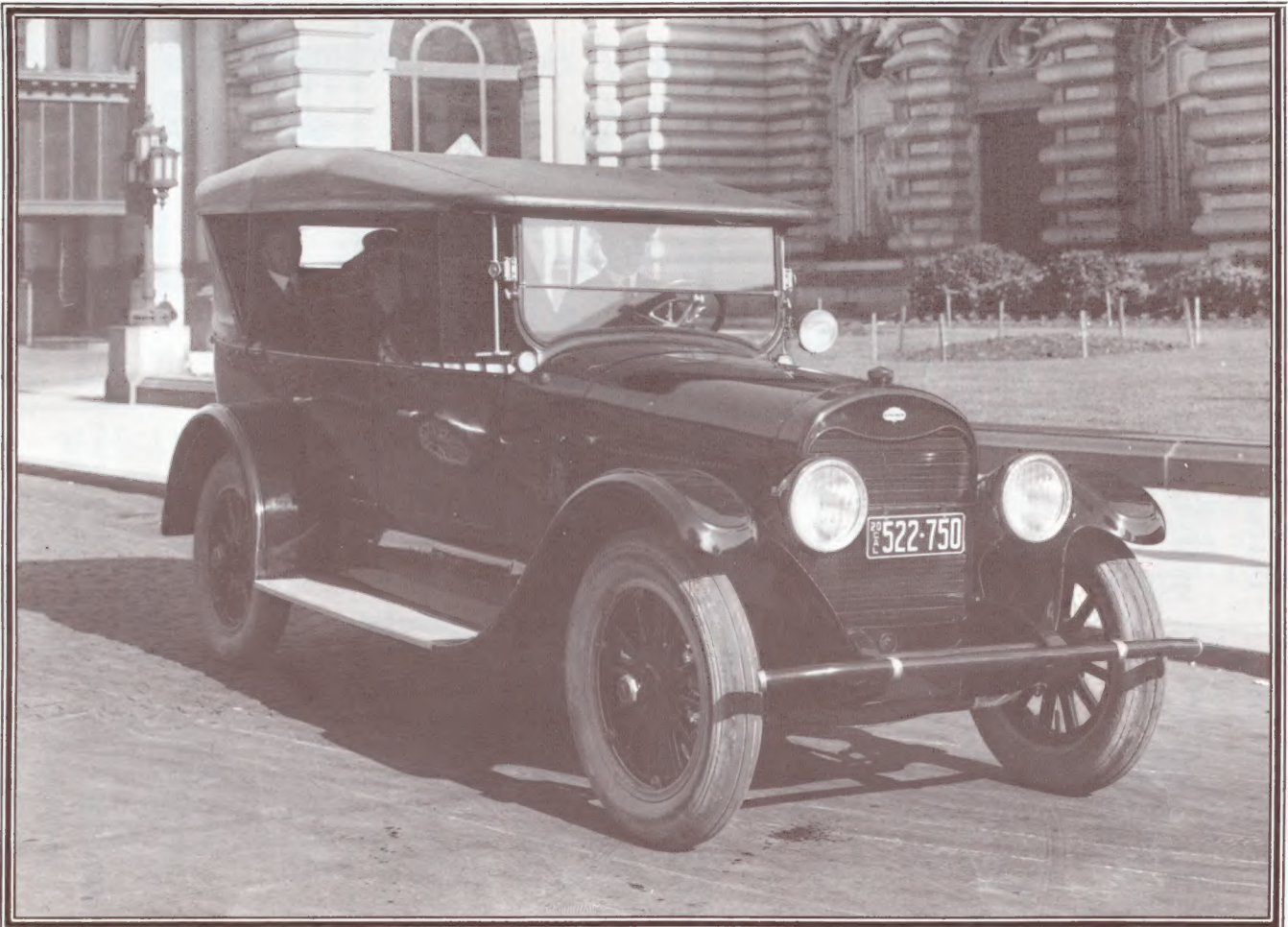
This was the finale of the Willoughby Company. Production ceased in 1938 despite all efforts

of Frances Willoughby to obtain new business. The company soon went into bankruptcy and the assets were auctioned off on February 5, 1939.

References:

1. Henry Ford Museum & Greenfield Village, Production Figures. Dearborn, Michigan.
2. Ford Motor Company, The Lincoln, November - December 1925
3. Ford Motor Company, Dealer Notices of Custom Designs.
4. Personal interviews and papers from the Willoughby family.

THIS IS AN INTERESTING PHOTO SENT IN BY STEVE LEHTO. A 1921 LINCOLN IN SAN FRANCISCO IN THE FALL OF 1920 (NOTE THE LICENSE PLATE) ALSO NOTICE THE WIND WINGS AND BUMPERS, OPTIONAL ACCESORIES.



LINCOLN Twelve 1933

Series 511 — Light Twelve (136" Wheelbase)
Serial Numbers KA-1 to KA-1500**

A. E. A. TUNE-UP SYSTEM

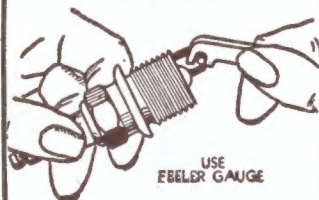
Standards of Adjustment

Automotive Electric Association
Issued January, 1935

Form No. LI-6

IGNITION

SPARK PLUGS

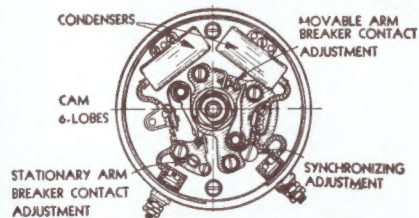


Size $\frac{7}{8}$ " S.A.E Gap .025"
Original Equipment
Champion Type C-4
Consult Champion
Operating Range
Chart*

Distributor



Auto-Lite
No. IGM-4002
IGM-4002A
Firing Order
1L-2R-5L-4R
3L-1R-6L-5R
2L-3R-4L-6R



Breaker Contact Gap—.020" Exact (Both breakers alike)
Synchronization—(See Reverse Side**)
Condenser—Part No. IG-2671A, E Capacity—20 to 25. Mfds.
Rotation—Counterclockwise (viewed from top of distributor)
Manual Advance—10° (Distributor) Panel button control
Automatic Advance—Semi-Automatic—See Reverse Side
(Maximum advance in distributor degrees at distributor R. P. M.)

Breaker-Arm Spring

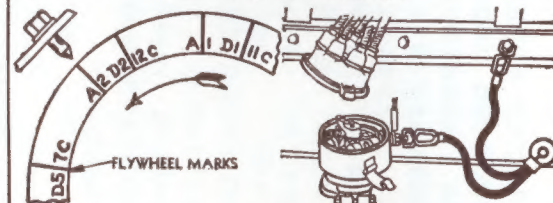


COIL



Auto-Lite
No. CE-4001 L
Two Coils Used.
Coils mounted on dash. Oakes "Hersey" co-incidental ignition switch and steering post lock.

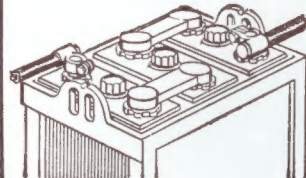
IGNITION TIMING



Synchronize—use rotary spark gap.
Use Timing Lamp—Stationary contacts to open slightly before top dead center (for cylinder 1R) when mark A2 lines up with pointer on flywheel housing. These contacts control right-hand coil and fire right bank of cylinders.

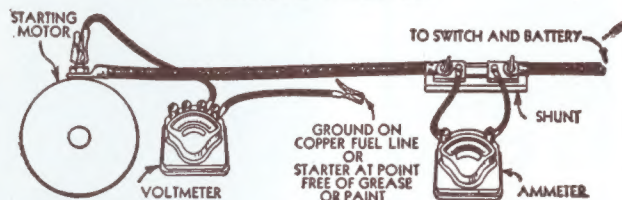
STARTING & LIGHTING

BATTERY



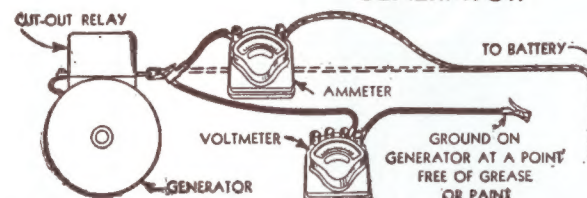
EXIDE—Type LX15-21L
Capacity—138 Amp. Hour.
(20 hr. rate)
Location—On right side under front floor boards.
Ground:—Negative terminal to frame.

STARTING MOTOR



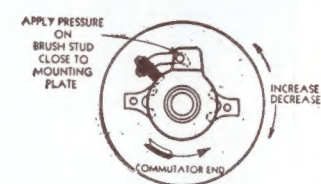
AUTO-LITE No. MAO-4003
Drive—Bendix Part No. EB-88
Free Running Speed—(With Bendix)
2700 (Min.) R.P.M. 44 (Max.) Amps. 5.5 Volts.
Lock Torque (Stalled)—48.0 Ft. Lbs. 975 Amps. 4.0 Volts.

GENERATOR



AUTO-LITE No. GBC-4101
Maximum Generator Output:
Hot—17.2 Amps. 8.0 Volts,
Cold—20 to 22 Amps. 8.0 Volts,
Cut-Out Relay—Part No. CB-4014-B
Closes at 7 to 9 Volts; at 425 R.P.M. (Gen.) Opens at .5 to 2.5 Amp. discharge.
Brush Spring Tension—22 to 27 oz. (all brushes).

Third Brush Adjustment



Rotation—Clockwise (viewing drive end)
Regulation—Third Brush (no thermostat)
These readings taken at generator. Readings at ammeter on dash will be approximately 4 amperes lower.

VALVES

CLEARANCE

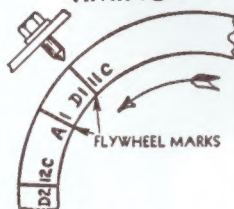
Top Dead Center Mark
DC 1-11

Engine Cold

Intake—.003"
Exhaust—.005"

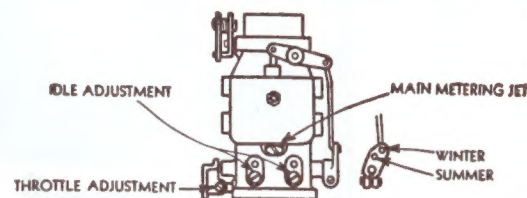
Lash Valves at top dead center mark as indicated by flywheel marks.

TIMING



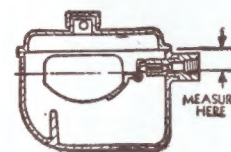
Exhaust Valves close AT top dead center.
Tappet Lash for timing: Exhaust, .004" (cold).

CARBURETION



STROMBERG—Model EE-22 (No. A-17372) TYPE—Dual Downdraft
Idle Adjustment—Adjust to smooth running—1 barrel at a time. OUT: To make rich.
Fixed Jets—Main Metering Jet—Size .057" (Part No. P-17004)
By-pass Jet—No. 53 (Part No. P-19481)
Seasonal Adjustment—Two settings for accelerating pump link. For winter driving, set pump link in hole on long radius. For hot weather, set link in hole on short radius. Holes marked "W" and "S."

FUEL LEVEL



Fuel Level— $\frac{9}{16}$ " below surface of float chamber at: Fuel Pump Pressure—3 lb.

COOLING, FUEL & OIL SUPPLY

Cooling System—
Capacity—32 Qts. (U. S. Meas.)
Radiator Flow—Gals. (U.S.) per min.
Thermostat—Yes
Temperature Gauge—
Crankcase—Capacity 10 Qts. (U.S. Meas.)
Fuel Feed—Fuel and Vacuum Pump: AC (Type I) No. 1521218
Air Cleaner—AC Oil-Wetted* (with silencer) No. 1525213
Gasoline Gauge—K-S Telegage
Oil Level Gauge—
Oil Filter—
Ammeter—
Speedometer—Waltham
Vacuum-Operated Devices:
Windshield Wiper—Trico
Service Motor (Closed Models) No. RSL-505



TECHNICALLY SPEAKING

Editors Note:

What Steve is suggesting in the following article, I feel is good for those who drive their cars mostly in the hotter climates. One should be very careful however to avoid a fire due to the rubber hose passing so close to the bottom of the hot exhaust system. Perhaps the hose could be shield in this area.

Many thanks to Steve for submitting this article.

Ken Pearson
Editor

How I Stopped The Vapor Locking Problem

By Steve Lehto

I've been a happy Model "L" driver the past six years, except for one problem. I had been trying to solve the "L" vapor locking problem in my 1925 sedan. The car ran great until a very hot day, or climbing a hill on a tour. Then embarrassed in front of fellow Packard, Cadillac, Ford etc.....drivers, I limped my big Brunn sedan off to the side of the road, and sat there with her hood up, cooling off.

First I tried adding kerosene to the gasoline supply to lower the volatility, which seemed to work. Not wanting to have to blend my own fuel formula on each tour, I went on to try wrapping my exhaust manifolds with asbestos tape. No luck. Then I wrapped my long, pre-1926 fuel line (from firewall to

carburetor) with asbestos tape, then covering it with aluminum foil. No good again. In the mean time I had been the brunt of jeers from fellow non-Lincoln car buddies.

Then, after talking with Tom Powels, and writing to Ken Pearson, our fellow LOC members, and "L" technicians, I hit on a winning combination. Here it is, and if any of you "L" members need specs, drop me a line.

Since my "L" is "pre -1926 non air-cleaner equipped model", my carburetor bowl faces front. I turned the carburetor around 180 degrees, so the fuel bowl was at the rear, like the 1926-30 "L" s. I had to bend

continued

Vapor Locking Problem.....

the upper choke belcrank lever on the piece that joins the carb. with the intake manifold. Then all the linkage (throttle rod and choke rod) worked smoothly. Also, of course the choke butterfly and throttle butterfly levers have to be reversed to the other side of the carb. before reinstalling the carburetor and intake manifold assy. on the engine blocks, the brass elbow in the bottom of the carb. float bowl is removed. The filter trap assy. at very bottom on carb.bowl is left untouched. In place of the elbow you install a brass "barb" onto which a approx. 30" long piece of automotive fuel flexible black rubber hose is pushed onto the barb and joined with a small hose clamp. You do this before the carb.intake manifold is reinstalled. Then the stock orig. fuel line from the firewall to carb. is removed altogether and can be put back later on in a 1926-30 shape as a dummy line.

With the drivers side of your hood open, working from this side of the car reinstall the redone carb. intake manifold assy. As you place the assy. onto the engine, take the other open end of the 30" long piece of rubber fuel hose and guide it down and back below the exhaust manifold collector pipe toward the steering column. Attach all the levers and intake manifold nuts and vacuum line to vacuum tank. Next, with the free end of the rubber fuel line, I pushed it up through the slot in my floor board where my headlamp dimmer lever rod passes through. The rubber line is just big enough to slip above the dimmer lever rod and not be pinched or bind with the dimmer lever action. Then drain your vacuum tank of surplus fuel. When dry, remove the elbow at the bottom of the vacuum tank reservoir, inside the drivers compartment. Also, remove the metal fuel line going from this elbow to the firewall gas shut off "T". You can leave the "T" there for looks, you won't need it. Then install a straight brass shut off valve where the elbow used to be, in the bottom of the vac. tank

reservoir. At the end of this off-on valve, screw in another brass barb, the same size as the one screwed into your carb, bowl, to fit the ID of the rubber fuel line. Guide the rubber fuel line up into the drivers compartment and slip another small hose clamp onto the end of the fuel hose and push it onto and barb and tighten with screwdriver, same as you did at the carb. end. of the hose. Now refill the vac. tank, and you will have an unkinked path from vac tank down to the carb. bowl. and gasoline can be easily shut off when you park the car by reaching into the drivers compartment and give the off-on lever a simple flip. This rubber fuel line hose dosen't conduct as much heat as does the original brass fuel line. Also, the black rubber hose passes the fuel down below the exhaust manifold and collector pipe in a cooler zone, and right into the carb. bowl.

I've been driving all over for the past couple years with no vapor locks. Last year I toured from home (San Francisco Bay area) south to Los Angeles via the tough "Grapevine grade" into L.A. county. She ran like a champ. I don't trust electric fuel pumps; my "L" Vac. tank works fine. I was stranded once after an electric fuel pump fried on me and quit on a tour four years ago.

One other thing I have tried and fell in love with is the currently available 3.77-1 ratio rear gear sets for "L" Lincolns. Sceptically, I ordered a set last year from fellow LOC member Tom Powels. I figured this ratio would be too high geared for my heavy Brunn 7 pass. Sedan, especially when full of passengers. I replaced the standard ration 4.58-1 gears with the Powels Specials! Boy! are they swell. The sedan still pulls hills well, and glides along at 55-60 mph on the freeway, with the engine purring at 40-45 mph. The difference in road speed is 17 mph higher than engine speed. Contact Tom for details. I recommend them.

Capitol Plays Host To 35,000 Automobiles

WASHINGTON will play host this month to the largest assemblage of motor cars in the history of the world.

The nucleus of this assemblage, about 12 cars, left the Pacific Coast the first of May as the beginning of the Transcontinental Shrine Motor Caravan. All along the 5,000 mile route traversing the southern part of the United States these original caravaners will be joined by their brother Shriners. When the caravan reaches Washington, about thirty days later, it is expected that 35,000 automobiles will be gathered together to take part in the ceremonies of dedicating the zero mile-stone

which marks the beginning of all highways leading from the national capitol. The dedication will be performed by President Harding as part of the ceremonies incident to the National Shriners' Convention.

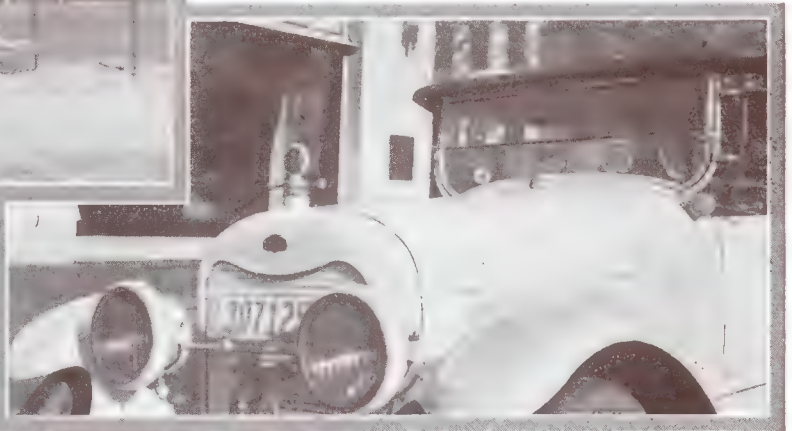
The War Department has taken an unusual interest in this caravan and Secretary Weeks has assigned a personal representative to accompany Capt. Bernard McMahan, the manager of the National Shrine Touring Club and organizer of the Shrine Motor Caravans.

Preliminary to the departure of the Caravan, mile-stones marking the termini of the Lee and Lincoln Highways in Oakland and San Francisco were dedicated. The spot was originally marked by a flag-pole bearing a bronze plaque. James V. McKay, of Canton, Pa., and H. J. Bergman, of Minneapolis, are the other officers of the Shrine Touring Club.

For all his pathfinding work Capt. McMahan has chosen the Lincoln car. In it he left Washington last May on a preliminary tour, following the southern route. He reached San Francisco in 42 days. He has also searched out the roads and trails in the northwest. The car is painted white. Between the door panels is the Shrine insignia, and posters decorate the windshield.



Zero milestone in Washington which will be dedicated by President Harding. The south portico of the White House is seen in the background



Capt. Bernard L. McMahan and his pathfinding Lincoln with which he is piloting the Motor Caravan from San Francisco to Washington. The caravan is expected to arrive at the Capitol a few days before the Convention begins



Sad But Wiser

By: Del Beyer

Years ago, I bought a 36 K Model Lincoln that had an electric fuel pump already installed. The original fuel pump was also on, and since I wasn't going to show this car it didn't make any difference to me. This car also had low oil pressure like most K's that need work. After driving the car for several years I burned an exhaust valve due to a loose intake manifold, so the car was parked in a corner for a few years. This fall I went to pull the engine to fix everything correct. When I pulled the fuel pump off I noticed it didn't have a fuel pump push rod. No big deal I said to myself, but when I took the engine apart and found everything in good order this far, I started to look for oil pressure leaks. Well, I found a big one, the fuel pump push rod hole went right into the front cam bearing chamber so the oil would run out the push rod hole and back to the engine oil pan. Also, I discovered that there is a cam shoe for the push rod to fit into since the rod and fuel pump load was missing and this has been bouncing off the cam so long that it hammered a large recess in the block making noise all this while. So never remove the push rod or fuel pump springs, and have a better running Lincoln.

Ford News

September 15, 1928.

Milestone Is Passed by Car

50,000th Ford-Built Lincoln

THE fifty-thousandth Lincoln automobile to be built under Ford auspices was completed August 30, 1928, six years and six months after the Ford company assumed control.

The Lincoln has always been recognized as a car of the highest quality, and to have sold so many high-grade cars in such a comparatively short time is regarded as a tribute to its intrinsic value.

The Ford company took control of the Lincoln plant on February 4, 1922, five years after it was built. During the World War the plant was devoted to making Liberty motors.

The last month's shipments prior to Ford ownership were 39 cars. In February, following the purchase, they jumped to 156. By June they reached 733. In 1923 the factory was enlarged and the floor space was increased by 311,000 square feet. A second addition followed a few years later.

The 50,000th Ford-built Lincoln car went to Washington, D. C. It was a four-passenger sedan of the two-window type.

Ford News

November 1, 1928

Blue Ribbon Awarded Lincoln Car in Vienna Concourse



IN COMPETITION with many other makes of high-grade cars, including both American and European, the Lincoln sport touring car with body by Locke not only won the first prize in its category but also was awarded the gold ribbon, in the International Concours d'Elegance held last summer in Vienna, Austria.

The gold ribbon was considered the highest distinction in the entire competition. Two cars were entered by the Vienna dealer, V. L. Stua.

Speed Kings In Their Way

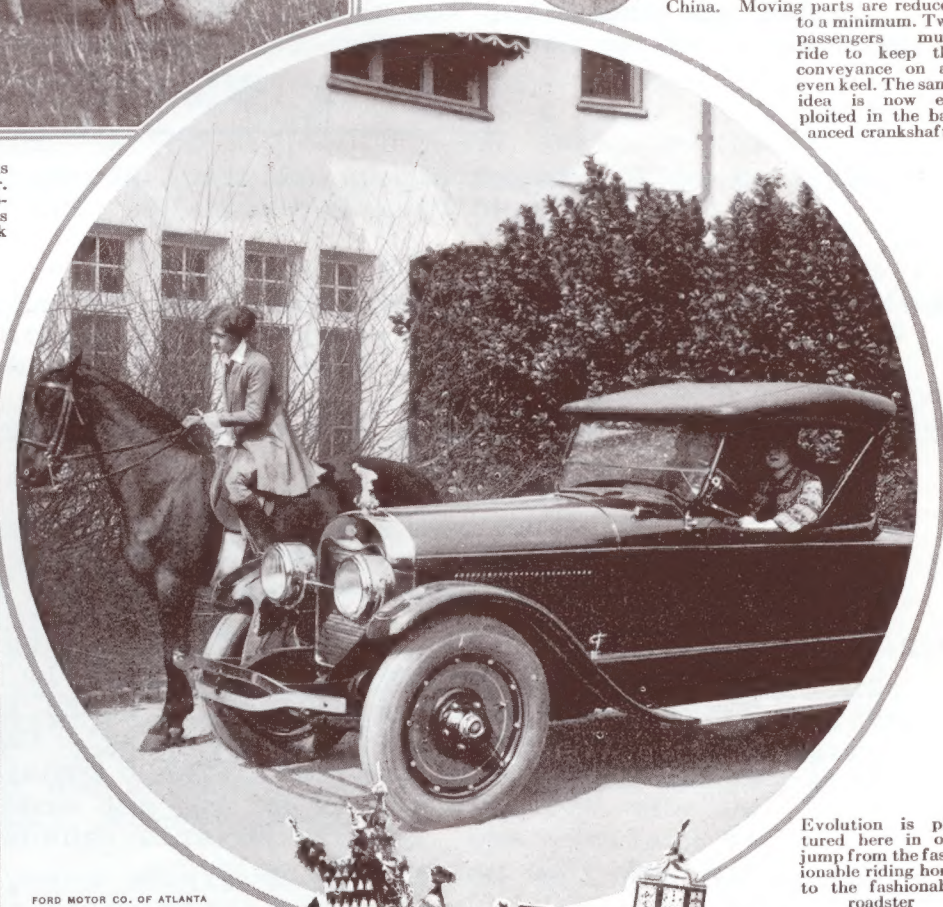


Great oaks from little acorns grow. This Filipino cart was the genesis of the closed car. A vanity case may not be among its interior appointments, but social prestige is mirrored as accurately in elaborateness of the wicker work



INTERNATIONAL

They don't miss the windshield in China. Moving parts are reduced to a minimum. Two passengers must ride to keep the conveyance on an even keel. The same idea is now exploited in the balanced crankshaft



FORD MOTOR CO. OF ATLANTA

Evolution is pictured here in one jump from the fashionable riding horse to the fashionable roadster



INTERNATIONAL

This is the way it is done in Assam. The unsprung weight, you will notice, has been eliminated. Modern engineers would give much to accomplish the same result

The Egyptians grasped the idea years ago that 99.72% of all sales are made to the women. Hence the elaborateness of the body design and richly blended body trimmings



INTERNATIONAL

The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the L.O.C.

Parts Wanted

- 1936-1939 Lincoln Exhaust pipe, radiator splash pan, engine side pans. Del Beyer, 5646 Pleasant Hill Rd., Hartford, WI 53027. Phone 414-673-2561.
- 1929 Wanted for 1929 Locke Bodied Sportphaeton two outside doorhandles, one taillight, one rearowl windshield. Who can help. Jan Vandenberg, 32 Ave Gramaglia, 06320 Cap D'Ail, France.
- 1928 Wanted 1928 Lincoln speedometer J.C. Sullivan, P.O. Box 314 Hudson N.C. 28638.

For Sale

- 1932-1933 Lincoln KB V-12 3 1/4 Bore Copper Headgaskets. Located gasket Co. who will handmake "as original" 10 head gaskets at a quantity discount price (regular \$110.00 each) to sell for \$170.00 pair, plus \$10.00 packaging and shipping! Can I get orders for 5 pair? delivery 30 days upon receiving 5 orders! Personal checks welcome and returned if do not get orders! Michael A. Lynch, 18 Hastings Ave, Toronto Ontario Canada M4L-2L2. Phone 416-466-6775 Nites 7-11 only !
- 1933-1939 Lincoln V-12 headgaskets N.O.S. \$89.95 pair plus \$6.00 Shipping.
- 1920-1927 Lincoln V8 headgaskets N.O.S. \$80.00 for "the" pair plus \$6.00 shipping. Personal checks welcome, Tahnk you! Michael Lynch, 18 Hastings Ave, Toronto Ontario Canada M4L-2L2 Phone Nites 7-11 Phone 416-466-6775.
- 1935K 1935K Lincoln V12 Sedan, very good original with completely redone engine, chrome, brakes, tires. \$19,000 invested, will take \$14,500 or make offer. Bob Rooke, 211 South Street, Morristown, N.J. 07960 Phone (201) 539-2282 weekdays or 201-539-2849 eves.

For Sale Continued....

- 1926 1926 Lincoln Sedan Model 147A Engine #32253 Wire Spoke wheels 8 cyls. - very low mileage - car needs restoration. Details on inquiry. Make offer to Dr. Harold Fox Jr., 9999 N.E. 2nd Ave. - 214, Miami Shores, FL 33138.
- 1931 One N.O.S. 1931 plain radiator cap. Originally purchased from the Lincoln dealership in Pasadena, CA. in 1949 and subsequently never used. \$150.00 plus postage. Call or write Greg Henkels, 994 Calle Primavera, San Dimas, CA 91773. 714-599-6098 after 7:00 PM PST.
- 1936-1939 Lincoln K taillight doors newly completed reproduction in brass spinings, ready to plate. Are yours cracked and fissured? Only twenty made. \$10.00 each plus \$2.00 postage. Paul J. Loree MD 2057 Bush Rd., Grand Island, N.Y. 14072 716-773-3131.
- 1934 Lincoln Murray V-12 sedan, sidemounts, wirewheels, trunkrack, trunk. Also has the rare factory free-wheeling unit and factory power brakes. Wonderful tour car with lots of power and comfort A sharp classic Lincoln to enjoy as is or a quick and easy high point restoration. Price \$14,500. Phone calls preferred. Harrison P. Bridge, 40 Yarmouth Rd., Chestnut Hill, Mass. 02167. Tel. 617-277-2288 or 617-428-6600
- Catalogue Lincoln Chassis parts catalogue. Now available-limited supply. Covers all models 1931 thru 1937, but also applies to 1938-39-40. A masterful reproduction of a rare factory original. Over 60 illustrations, 239 pages, all in binder. An invaluable reference tool for authentic restorations and parts hunting. \$70.00 post paid. Harrison P. Bridge, 40 Yarmouth Rd., Chestnut Hill, Mass 02167.
- 1934 KB 1934 V-12 KB Lincoln For Sale. The car is in decent, running condition, but needs work and has been stored for many years. Asking price is \$34,000. Andrew J. Schneider, R.R.1 Box 114 La Moille, IL 61330 815-638-2729.
- Parts Used parts for sale: Model L parts, believed to be all 1926: radiator thermostat, tested and good - \$100.00. Transmission intake manifold, Tail light and license plate and tail arm, no glass. Radiator and shutter. Del Beyer, 5646 Pleasant Hill Rd. Hartford, WI 53027 414-673-2561.
- 1933-1939 Lincoln K rear motor mounts molded or new \$40.00 each exchange.
- 1932-1939 Radiator shutter thermostat, newly made by original Mfg. \$90.00.
- 1932-34-39 Hood side door thermostat, newly made by original Mfg. and just a few made \$190.00 ea.
- 1933-1939 Lincoln K hood corner bumpers, molded rubber on brass like originals. set of four \$100.00.
- 1932-1939 Hood center hinge strip, chrome plated brass, as original 44-5/8 long \$60.00.
- 1933-1939 Clips for bottom of license plate \$8.00 each.
- 1933-1936 Cigar lighter knobs \$35.00 each.
- 1934-1939 Firewall Serial No. plate \$8.00.
- 1932-1939 Stainless steel mufflers with 2 1/4" inlet - 2 1/2" outlet 6" round 58" long or shorter as wheel base and model requires. About \$250.00. Available in November. Contact Del Beyer, Pleasant Hill Rd. Hartford, Wisconsin 53027 Phone 414-673-2561.



LINCOLN PERSONALITY

The Lincoln has invariably entrenched itself most strongly in the good opinion of those people who demand the most in their automobiles.

Those who require not only luxurious and dependable transportation but also dignified and exclusive expression of their personal tastes and ideals find in the Lincoln a car measuring fully up to their highest standards.

We are proud of this personality of the Lincoln. It is the settled policy of this entire organization that no limitation of it is to be allowed. Rather the sum of our energies is bent upon keeping the Lincoln better than even its most exacting buyer would expect.

LINCOLN MOTOR COMPANY

DIVISION OF FORD MOTOR COMPANY, DETROIT, MICHIGAN

The Two Passenger Coupe

L I N C O L N

